

# North Delridge Action Plan

## Review of Approval & Adoption Matrix

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### **Preliminary Focus of Action Plan**

**Place-Making** – at key nodes along Delridge

- to encourage development that serves community needs and to make key connections
- to inform future street improvements along Delridge ROW
- identify opportunities to address drainage and flooding

**Improve Community Health** - Identifying actions to improve health outcomes in general, especially

- building on existing community work to increase access to healthy food
- increasing active transportation

**Build community capacity** - to plan and take action on community priorities

### **Notes on Recommendations from A & A Matrix that We May Want to Revisit**

#### **Update Open Space & Trails Plan**

Update and Prioritize action

- Trail
- Street ends
- Stairs
- Open Space Acquisition

Identify Partners

Identify Funding Sources

#### **Mobility**

Engage in Delridge Multimodal Corridor Plan

Integrate and Define Local Priorities for Modal Plan (i.e. Bicycle, Pedestrian & Transit Mater Plan)

Recommendations

#### **Development**

Revisit Zoning Recommendations

Engage with Housing Affordability & Livability Agenda

Work with Office of Economic Development to

#### **Community Health**

- Disaster preparedness
- Human Services

#### **Food Access**

- Farmers Market

# Delridge Approval and Adoption Matrix

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Prepared by the Delridge Neighborhood Planning Committee and the City of Seattle Interdepartmental Review and Response Team.  
Compiled by the Strategic Planning Office. Revised by Council and Council Central Staff AUGUST 27, 1999

## ACRONYMS AND DEFINITIONS

<b>ArtsWest</b>	a community, non-profit arts agency based in West Seattle, promoting music, visual arts, literature, and theater	<b>NGP&amp;CE</b>	Neighborhoods, Growth Planning, and Civic Engagement Committee (a committee of the Seattle City Council)
<b>BIA</b>	Business Improvement Association	<b>NMIF</b>	Neighborhood Matching Fund (Department of Neighborhoods)
<b>CIP</b>	Capital Improvement Program	<b>NPO</b>	Neighborhood Planning Office (City of Seattle)
<b>CRF</b>	Cumulative Reserve Fund (City of Seattle)	<b>NSC</b>	Neighborhood Service Center (Department of Neighborhoods)
<b>CPTED</b>	Crime Prevention Through Environmental Design	<b>NSF</b>	Neighborhood Street Fund (Seattle Transportation Department)
<b>DCC</b>	Delridge Community Center	<b>OED</b>	Office of Economic Development (City of Seattle)
<b>DCLU</b>	Department of Design, Construction and Land Use (City of Seattle)	<b>OFE</b>	Office for Education (City of Seattle, Strategic Planning Office)
<b>DON</b>	Department of Neighborhoods (City of Seattle)	<b>OH</b>	Office of Housing (Formerly part of the Department of Housing and Human Services) (City of Seattle)
<b>DNDA</b>	Delridge Neighborhood Development Association	<b>OIR</b>	Office of Intergovernmental Relations (City of Seattle)
<b>DPR</b>	Department of Parks and Recreation (City of Seattle)	<b>ROW</b>	Right-of-way
<b>DSHS</b>	Department of Social and Health Services (Washington State)	<b>RPZ</b>	Restricted Parking Zone
<b>ECA</b>	Environmentally Critical Areas	<b>SAC</b>	Seattle Arts Commission (City of Seattle)
<b>EIF</b>	Early Implementation Fund	<b>SAP</b>	Station Area Planning process (City of Seattle)
<b>ESD</b>	Executive Services Department (City of Seattle)	<b>SCL</b>	Seattle City Light (City of Seattle)
<b>FEMA</b>	Federal Emergency Management Agency	<b>SDART</b>	Seattle Disaster Aid and Response Team (SPD program)
<b>GIS</b>	Geographic Information Systems	<b>SEATLAN</b>	Seattle Transportation Department (Formerly part of Seattle Engineering Department [SED]) (City of Seattle)
<b>Health</b>	Seattle/King County Department of Public Health	<b>Section 8</b>	Federal rental assistance program
<b>HPO</b>	Historic Preservation Office (DON)	<b>SHA</b>	Seattle Housing Authority
<b>HSD</b>	Human Services Department (Formerly part of the Department of Housing and Human Services) (City of Seattle)	<b>SFD</b>	Seattle Fire Department (City of Seattle)
<b>Low-income</b>	at or below 50% of area median income	<b>SJI</b>	Seattle Jobs Initiative
<b>Low-moderate-income</b>	between 50% and 80% of area median income	<b>SOA</b>	Special Objectives Area, an area where specific types of housing may be designated as priority or prohibited to address the identified conditions and community development plans in that neighborhood
<b>LTA</b>	Long Term Activity (as identified by the neighborhood)	<b>Sound Transit</b>	Formerly Regional Transit Authority [RTA]
<b>Metro</b>	King County Department of Transportation Metro Transit Division	<b>SPD</b>	Seattle Police Department (City of Seattle)
<b>Moderate-income</b>	between 80% and 100% of area median income	<b>SPL</b>	Seattle Public Library (City of Seattle)
<b>NBC</b>	Neighborhood Business Council	<b>SPO</b>	Strategic Planning Office (Formerly part of the Office of Management and Planning [OMPI]) (City of Seattle)
<b>NDG</b>	Neighborhood Design Guidelines		
<b>NDM</b>	Neighborhood Development Manager (Department of Neighborhoods)		

## ACTIVITIES ALREADY ACCOMPLISHED BY THE DELDRIDGE NEIGHBORHOOD PLANNING COMMITTEE

### **Greg Davis Park**

Greg Davis, a Delridge leader and landscape architect, worked to improve Longfellow Creek. The community vision was to create a passive park at the intersection of 28th Avenue SW and SW Brandon Street. The vision of a park located next to Longfellow Creek was at least nine years in the making.

Since mid-1995, the community has been formally engaged in developing this site. When completed, the park will provide an opportunity to assist in restoring a salmon stream, provide a site to release salmon, and increase the accessibility to Longfellow Creek. Ultimately, the creation of Greg Davis Park will enhance an urban open space with appropriate native plantings.

Currently, community volunteers have planted over 5,000 native plants, installed an irrigation system, designed interpretive signs, and increased public awareness of

the park. The Delridge Neighborhood Planning Committee has also used the site as a stepping stone to other restoration efforts in the Longfellow Creek watershed.

### **Brandon Court**

The Delridge Neighborhood Development Association has been pursuing the development of a mixed-use building at the intersection of Delridge Way SW & SW Brandon Street, the focal point of the Central Node. This new construction project will consist of 4,100 square feet of ground floor commercial space and 17 townhomes located above the commercial space. The townhomes will be arranged around a landscaped courtyard. The townhomes will be sold to first-time homebuyers with down payment assistance from the Seattle Office of Housing. The community hopes this project will be the anchor and catalyst for further development of Central Delridge as a pedestrian oriented neighborhood.



## A: INTEGRATE THE COMMUNITY WITH NATURE

### Description

Complete and improve the open space network in Delridge in a way that integrates the residential and business environments with natural areas and improves public access to natural areas and wildlife habitat.

Vision - Delridge is a place where the community and the natural environment are integrated; where open space and natural areas are preserved, interconnected, well maintained, and safe - for the wildlife that inhabit them, for the people who seek enjoyment within them, and for the children and students who use them as 'natural classrooms.' The community, in partnership with the city, takes pride in this natural environment and provides the stewardship needed to help maintain it.

Goals - Conserve open space, wildlife habitat, critical areas, and other natural features that define the physical community. Create trails, public access sites, and interpretive exhibits that communicate the value of natural features. Where appropriate, develop more intensive park and activity areas that incorporate or provide access to natural areas, corridors, or features.

### Integrated City Response

The City recognizes and encourages the Delridge community's strong commitment to nature and environmental stewardship. The Delridge neighborhood contains some of the best remaining opportunities to preserve open space and nature within the City of Seattle.

The community has proposed a wide variety of recommendations including acquisition and preservation of open space lands, increased enforcement of environmental laws and regulations, a number of capital improvement projects, increased availability of public open space for recreational use, and several community-based stewardship activities.

The City is committed to implementation of many of these activities. Some of these recommendations will need additional study and/or funding before they can be implemented. The development of sector work programs provides an on-going opportunity to further develop these projects and pursue funding resources. As noted below, numerous projects are already underway. One project, the Millennium Legacy/Urban Creeks project at Longfellow Creek, provides an excellent model of how the City can work with the neighborhood and greatly advance this Key Strategy.

**Lead Department:** DON

**Participating Departments:** SPU, DPR, DCLU, SEATRAN, ESD, SAC, SCL, OED, OH

### Activities Already Underway

1. The Millennium Legacy/Urban Creeks project at Longfellow Creek - SPU has four major Capital Improvement Program (CIP) creek drainage projects in the Longfellow Creek basin that are components of this effort: the Yancy Street restoration project, West Seattle Golf Course fish passage enhancement, Brandon & Willow Streets stream restoration, and the Webster Street Detention Pond. Public access trails, interpretive/education signs, and other improvements that are incidental and adjacent to these drainage projects will be included. SPU will continue to work with the community on the design and development of these projects to encourage community ownership and environmental stewardship of these sites.
2. DPR has provided the Delridge community with a detailed assessment of potential sites for acquisition for public/park uses.
3. DCLU is expanding mapping of critical areas increase staff in site review, inspection and enforcement, and update the Critical Areas Ordinance. This inter-agency effort is being done by DCLU in conjunction with the University of Washington and the US Geological Survey.
4. SEATRAN and SPU are preparing a sidewalk demonstration project for 1999 to construct and test residential street construction options; the results may lead to adding additional options to the Seattle Street Improvement Manual that are more in keeping with an informal, rural character on residential streets.
5. OED has provided funding for DNDA's Community Agriculture Program including a market study of value-added agricultural products that can be produced by local residents in community gardens and the High Point Market Garden.

**A: Integrate the community with nature**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
I-A-2	<p>Land acquisitions - identify strategies, partners, and funds to preserve sites.</p> <p><i>Review and update</i></p>	High	1-3		<p><b>DPR</b> Delridge ESD DCLU SPU SEATRAN</p>	<p>recommendations on the disposition of the property while trying to fulfill neighborhood goals as a high priority. Please contact ESD to pursue this activity.</p> <p>The City recognizes the neighborhood's desire to build partnerships that will help identify funding to implement this activity. The City is committed to working with neighborhoods to implement their plans. The Department of Neighborhoods has hired six neighborhood development managers (NDM). The NDM will strive to incorporate neighborhood plan strategies in city department decisions, to coordinate projects and to build partnerships. These collaborative efforts with neighborhood stewardship groups will focus on implementing the neighborhood plans.</p> <p>DPR's previous assessment of open space in Delridge (see response to I-A-1) provides some suggestions about potential vehicles for preservation and is a useful tool in determining the next steps. DPR is not currently funded for additional acquisition of property. However, special funding for acquisitions such as a bond might be an appropriate source of funding for these activities.</p> <p>Additional acquisition of land by SPU can be considered when evaluating strategies for resolving drainage problems. However, acquisition of land for open space purposes, without collateral benefit to the drainage system, is not the primary mission of SPU.</p>
I-A-3	<p>Buffer zones - work with DCLU to establish and enforce buffer zones of official or legal standing that are wide enough to maintain and preserve the growth of native plants and materials that perform natural biological functions including buffer zones from steep slopes, wetlands, riparian corridors, and other environmentally sensitive areas.</p> <p>Also, the neighborhood suggests that developers be required to physically mark the buffer zones and maintain marking throughout construction so that the City and community can monitor</p>	High	1-3		<p><b>DCLU</b></p>	<p>The existing requirement for buffers is based on the best available science which DCLU staff believes is sufficient to maintain the growth of native plants and materials that perform natural biological functions.</p> <p>In light of the listing of salmon under the Endangered Species Act in 1999, the City will be re-examining its buffer regulations. In addition, DCLU has substantially increased its ability to review and inspect the geotechnical, grading and drainage components of construction projects through development of a newly-formed Site Development Services group. This group will bring DCLU engineers, reviewers and inspectors into a single work unit for a more coordinated approach during both the review and inspection phases. A particular focus of the team will be construction projects in environmentally critical areas, shorelines and</p>

A: Integrate the community with nature						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
I-A-6	<p>Longfellow Creek Watershed Action Plan - continue support for the implementation of the Longfellow Creek Watershed Action Plan and the elements identified in the plan.</p> <p><i>parks constructed longfellow trail green BW sewer systems + green BW SPU improving sewer systems if needed project. identify community if needed - identify actions - update</i></p>	High	Continuous		<p><i>2004</i></p> <p>Delridge SPU DPR DON SEATRAN</p>	<p>stewardship group can use to learn about projects as early as possible.</p> <p>SPU and the community have worked together to develop the Longfellow Creek Watershed Action Plan for improvements to the watershed, and SPU has committed funding to move forward on portions of this work as a Millennium Legacy/Urban Creeks project. SPU has four major CIP creek drainage projects in the Longfellow Creek basin which incorporate public access trails, interpretive/education signs, and other improvements that are incidental and adjacent:</p> <ul style="list-style-type: none"> <li>• Yancy Street Park (\$2,000,000). This 5+ acre area will include rearing ponds, a wetland, in-stream structures, pedestrian paths, an outdoor classroom area and several interpretive overlooks, all of which also function as drainage control measures while enhancing fish and wildlife habitat. Groundbreaking will occur on August 16.</li> <li>• Webster Street Detention Pond (\$1,674,000). The Webster Street Detention Pond will be revised for improved detention in low and medium flows. A trail around the pond, a grassy play area, and two basketball half-courts will also be added to the site. Clearing of blackberries and construction at this site are underway.</li> <li>• West Seattle Golf Course Dam (\$1,000,000). The culvert and main made dam at the north end of the West Seattle Golf Course will be revised to allow salmon access to the upper two miles of Longfellow Creek. Local community, golf and environmental groups are reviewing plans for the culvert and dam on the golf course. The changes on the course will provide visual interest for golfers, and access to restored upstream habitat for fish.</li> <li>• SW Graham and SW Willow Streets (\$300,000). Seattle Public Utilities will establish sedimentation and erosion control measures at the two sites at SW Graham and SW Willow Streets. There is also a possibility for a salmon-release boardwalk that would be used by <i>Salmon in the Classroom</i> and other salmon release programs.</li> </ul>



A: Integrate the community with nature						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
9	work with DCLU to allow developers to provide less than full street improvements when their projects preserve open space and natural features.  <i>- Clarify if sidewalks are highest priority into update track and provide of ROW manual.</i>		uous <i>highest priority into update</i>		DCLU SPU	City's work on the Seattle Street Improvement Manual and through the design review program. One project related to flexibility in sidewalk design is already underway. SEATRAN and SPU are preparing a sidewalk demonstration project for 1999 to construct and test residential street construction options. The results of this project may lead to adding additional options to the Seattle Street Improvement Manual that are less expensive and more in keeping with an informal, rural character on residential streets. DCLU's role is to ensure that minimum requirements, established by SEATRAN, are built into project design. Also, the design review program provides another opportunity to address preservation of open space and natural features, and can respond to a variety of sensitive environmental conditions by influencing the project design.  However, there may not be a sufficient relationship between the proposed tradeoff of street improvements for open space to warrant the development of new policy and program administration. Also, see response to I-B0-5 related to NDGs.
I-A-10	Cluster housing - create a cluster housing ordinance to conserve sensitive hillside open spaces.  <i>Permitted as conditional use</i>	High	1-2		DCLU Delridge OH	In 2000, DCLU will study possible changes in the cluster and planned residential development requirements and standards to make them more flexible and increase their usage. DCLU is likely to begin this work as part of their 2001-2002 work program.  OH can provide technical assistance in the feasibility analysis of affordable units within cluster development prototypes.
I-A-11	Longfellow Creek public access sites - develop public access opportunities along Longfellow Creek specifically at SW Yancy, SW Brandon, and SW Webster Streets.	High	1-3		SPU DPR	Opportunities for public access are an important part of the Millennium Legacy /Urban Creeks project at Longfellow Creek and will be included at these sites. See response to I-A-6.  DPR will work with the community and SPU to achieve these goals. DPR can also work with the community on additional opportunities through the NMF program.
I-A-12	Identify additional open space parcels in the Longfellow Creek Watershed to improve either public access or wildlife habitat. Improve sites	High	1-3		SPU DPR	SPU is committed to four major projects in Longfellow Creek (see response to I-A-6). In 1999, DPR provided a report to the Delridge Community outlining potential opportunities for open space acquisition.



**A: Integrate the community with nature**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
<b>Nature-related parks and recreation</b>						
I-A-16	Greg Davis Park - complete development of the park.  <i>complete</i>	High	1-3		DPR Delridge SPU DON	DPR appreciates the community's ongoing commitment to this project and will continue to work towards the successful completion of the plan. DPR and the community have been working closely on the development of Greg Davis Park for the past several years. Some improvements have occurred as a result of the NMF grant secured several years ago. Currently, DPR and SPU are working on completion of a curb and gutter project at the site. DPR will continue to work with the community to explore funding opportunities for future improvements desired by the community.
I-A-17	West Seattle Youth Golf Course - prior to any acceptance of a development plan, involve the community in the review of the proposal and if acceptable plans move forward, include the community in the development of the property for a youth activities complex possibly including a community meeting, employment, environmental learning, and a mixed use nature/entertainment/ clubhouse within the facility improvements.	High	3-6		DPR Seattle NW Golf Delridge	DPR encourages the community's involvement and input on this project, and will work with the community on the integration of any new facilities that are developed through the work at Longfellow Creek. SPU is not directly involved in this project. SPU projects in the area are limited to Longfellow Creek improvements and do not include plans to develop new facilities. The SPU project near the proposed golf course site is in the immediate area of the creek, which is well downhill from the proposed golf course site. On the existing golf course, SPU is installing a fish ladder at the masonry dam.
I-A-18	Vivian McLean Park - preserve the unopened section of 17th Ave. SW right-of-way between SW Juneau and SW Graham Streets for a community park.	High	2-4		SEATRAN Delridge DPR	Since this project is on SEATRAN property, SEATRAN will be the lead department. Opportunities to develop this right-of-way as a park exist because SEATRAN does not have any current or future plans to develop it for transportation purposes. A first step will be to pursue a street use permit or a street vacation. Then, funding will need to be secured to develop the park. After this is done, the neighborhood will need to work with city departments (including DPR) to develop a vision

**A: Integrate the community with nature**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>include:</p> <ul style="list-style-type: none"> <li>• Outreach within the community to further develop the pathway concept, and to ensure that key groups and individuals and the broader community are involved.</li> <li>• Preliminary design work and engineering to further develop the concept and assess the operational workability of each element.</li> <li>• Preliminary environmental review, permitting, and researching construction costs for the proposal and its various parts.</li> <li>• Prioritizing the parts of the project – so that the work can be pursued in a phased way.</li> <li>• Developing a funding and implementation strategy for the proposal.</li> </ul> <p>With this work done, the neighborhood can make significant progress on developing the community loop trails. Some additional comments address, in general terms, the 'loop system' activities.</p>
						<p>SEATRAN has limited funds to build pedestrian/bicycle safety improvements. Trail development projects are generally funded through a grant which might come from federal, state, county, or private sources. These projects tend to serve large populations of pedestrians and bicyclists. The community should prioritize their trail development projects and seek funding for conceptual designs. The neighborhood is encouraged to coordinate with the Westwood/Highland Park neighborhood that has also recommended trail improvements through the Longfellow Creek area. SEATRAN can play a supportive role in trail development in cooperation with other departments. Please contact SEATRAN's Bicycling Program Office staff.</p> <p>SPU does not have funding for pedestrian connection trails in parks, streets, or private property that is remote from actual drainage CIP work (such as the funded Millennium Legacy/Urban Creeks project). It was anticipated that the "trail system" would be completed with DPR and SEATRAN Pedestrian Program participation in locations that are not developed through Millennium project funding.</p> <p>DPR staff would be involved as appropriate on DPR-owned property. The department supports of trail development and wants to be sure that</p>

**A: Integrate the community with nature**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
I-A-27	Puget Park/Riverview Trail - from Duwamish River through Puget Park behind SSCC to Riverview Park to Highland Park Drive.SW - class 1-2.	High	1-3		DPR SPU <b>SEATRAN</b> DPR SSCC	See response to I-A-21.
I-A-28	Duwamish Hillside Trail – from Highland Park Way SW along hillside to Puget Creek – class 2.	High	1-3		<b>SEATRAN</b> DPR	See response to I-A-21.

**Trails - develop the following east/west segments of a community loop system**

I-A-29	Map hillclimbs in planning area to identify ownership of right-of-way and utility poles for design of lighting options, and to develop a maintenance plan. A hillclimb is usually a staircase that goes up hills or through undeveloped parcels of land. A hillclimb may possibly have sections that are not fully paved.	High	1-3		<b>Delridge</b> SEATRAN SCL DPR SPD	Mapping is a good first step to help the community prioritize hillclimbs and trails (see response to I-A-21). Also, the City has much of this information already available in it's GIS system and available to the neighborhoods through the "dataviewer." The neighborhood should work closely with DON's NDM to inventory what resources exist, and to facilitate the neighborhood's working with city departments. If the neighborhood develops additional information that does not currently exist, the City will consider incorporating the information into the City's dataviewer.  It is unclear if the neighborhood wants to develop a lighting plan. If so, the neighborhood is encouraged to develop a lighting plan by working with SCL. The plan should include the specific location and type of lighting fixtures that will be the basis of project feasibility and cost estimates. SCL offers a selection of pedestrian lights for neighborhoods. Any lighting in parks should involve DPR, and security lighting should involve SPD. Please reference SCL's new publication entitled 'Resources for Neighborhood Planning Opportunities' for more details; available at the NSC.
I-A-30	Charleston Street Trail – from SW Delridge Way to Marginal Way SW - class 1-3.	Med.	3-6		<b>SEATRAN</b> DPR	See response to I-A-21.
I-A-	Genesee Street Trail – from Longfellow Creek to	High	1-2		<b>SEATRAN</b>	See response to I-A-21.

A: Integrate the community with nature						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
<b>Environmental Stewardship</b>						
I-A-38	Environmental stewardship organization - create and provide funding for an organization to coordinate public, private, and volunteer environmental stewardship in Delridge and to implement the nature related elements of the Delridge Neighborhood Plan.	High	Continuous		<b>Delridge</b> DPR SPU SSD	Developing an environmental stewardship program is a community-based activity that could be partially supported by existing city programs. SPU has programs available to support community organizations and environmental stewardship through its Environmental Partnerships division. SPU currently funds a part-time Watershed Interpretive Specialist position through DPR's Camp Long facility to focus on environmental education opportunities in the Longfellow Creek watershed who is available to work with the community on these issues. DON's Neighborhood Development Manager should be able to provide assistance to the neighborhood's stewardship organization.
I-A-39	Open space maintenance - fund Parks Department to maintain and enhance open space using whatever resources are appropriate and available, including the development of Adopt-A-Park program, a youth employment and/or training program, or a stewardship program.	High	Continuous		<b>DPR</b>	DPR appreciates the neighborhood's support for maintenance of park property. The department would need additional funding in order to increase maintenance as not enough funding has been provided to maintain new DPR open space properties. The Adopt-A-Park program is another means by which citizens can aid DPR in some maintenance activities and take on park stewardship.  DPR does not currently have plans underway for a year round youth employment program but will explore the option and provide a cost estimate for developing and operating such a program in 2000. DPR will work with the NDM to further prioritize this activity as part of the sector work plan. Currently, youths participate in many ways to improve park property for everyone. In the summer of 1999, DPR benefited from the work of paid youth from the Park Corps working in Lincoln Park and from the work of students affiliated with Consejo working at Fauntleroy. Both these groups have grants to pay for the youth's time. DPR hopes the sponsoring organizations will be able to continue the programs next summer. Other groups such as the YMCA EcoLeaders provide volunteer work to improve parks.
I-A-40	Longfellow Creek Watershed Educator/Coordinator - fund a full-time position.	High	Continuous		<b>SPU, DPR</b>	The City appreciates the support for the watershed educator/coordinator. SPU currently funds a part-time Watershed Interpretive Specialist position through DPR's Camp Long facility to focus on environmental education opportunities in the Longfellow Creek

*proposition*

*SPU protect our waters*



## B: DEVELOP NEIGHBORHOOD NODES OF CONCENTRATED ACTIVITY

### Description

Develop neighborhood nodes of concentrated activity with mixed use commercial and residential developments, pedestrian and transit orientations along Delridge Way in the north at Andover, in the center between Brandon and Juneau, and in the south at K-Mart.

### Integrated City Response

The Executive strongly supports the community's vision for the development of concentrated nodes of activity in the Delridge neighborhood. This is consistent with the City's overall growth management strategy of concentrating growth and activity to improve neighborhood identity and foster a sense of place, encourage transit and pedestrian-oriented development, develop a range of neighborhood businesses and services, and relieve development pressure on environmentally sensitive sites.

Numerous activities are already underway, and some tasks are to be undertaken in 1999-2000. Many of the other activities in this key strategy will require the cooperation and continued efforts of the neighborhood, the City, private and non-profit developers, property owners, and other agencies for eventual implementation. While directed toward a single goal, the individual activities in this strategy could be implemented independently of one another. The neighborhood has also proposed zoning changes to help implement this Key Strategy. A proposed ordinance to amend the official zoning map will be prepared and forwarded to Council with the plan.

It will be helpful for the neighborhood to identify their highest priorities since it is likely that much of this strategy will be implemented incrementally. While the NMF and Neighborhood EIF may provide funding for some of the less expensive items, other recommendations will require additional resources for further concept development and eventual implementation. Priorities will need to be identified through the City's sector work programs to focus city efforts once resources are identified and become available.

**Lead Department:** DON

**Participating Departments:** DCLU, SEATRAN, SCL, SAC, DPR, OED, OH, SPL

### Activities Already Underway

1. DCLU will address design guidelines proposed by all neighborhoods simultaneously, in order to revise the city-wide design review program in the most efficient manner. This work is underway and DCLU is scheduled to make recommendations to the City Council in the fourth quarter, 1999.
  2. For the rezones proposed with the Delridge plan, DCLU will prepare the ordinance amending the official zoning map and submit it to the City Council for their consideration with the Delridge plan.
  3. OH recently provided \$220,500 in down payment assistance funds to DNDA for the Brandon Court Project, and looks forward to additional opportunities to assist the Delridge neighborhood in meeting their affordable housing goals.
  4. OED, as a member of the Seattle Economic Development Collaborative – a consortium of economic development investors in Seattle – recently loaned DNDA \$245,000 to finance acquisition and development costs for the Brandon Court Project.
  5. DNDA, through support from OED, had a consultant complete a market study to determine the market for potential businesses in the Brandon Court Project.
  6. The City is currently evaluating sites in West Seattle for the Southwest Police Precinct. ESD and SPD will involve the community in design and project development once a site is chosen.
- Tasks to be Undertaken in 1999-2000**
1. The Executive will forward transit related requests to King County Metro on the community's behalf.
  2. DCLU staff will work with the neighborhood, to undertake a land use planning exercise and rezone analysis to explore different zoning designations to see if a rezone might achieve the neighborhood's vision and meet the City's criteria for rezones. Several neighborhoods have requested DCLU's services in this capacity. DCLU is likely to begin this work as part of their 2001-2002 work program

**B: Develop neighborhood nodes of concentrated activity**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
I-B0-2	West Seattle Circulator – create a West Seattle Circulator or shuttle bus route between Delridge and West Seattle business districts.  <i>Revised TMP Route 120, 128, 221, 125</i>	High	1-3		Metro SEATRAN West Seattle Chamber King County	Way, and cross-town service linking White Center with the Duwamish area. A Request for Proposals for consultant services will be issued in the summer of 1999 and community scoping meetings will occur in late fall 1999.  For the "Arts" elements, Metro started a program in 1989 to involve youth and other members of the community in designing and painting bus shelter murals. Metro contributes panels and paint, and members of the community donate their artistic talent to create murals for Metro bus shelters. While volunteers create the majority of the murals, Metro does fund a few artist commissions each year for bus shelter artworks. Announcements about these opportunities are published by the King County Public Art Program. For more information on artist opportunities refer to the King County Public Art Program website.  Lastly, SAC staff may be involved if "1% for Art funds" or NMF grants are involved or if transit shelter projects are part of a larger capital streetscape plan.  This activity will be forwarded to Metro (see I-B0-1). One activity that is underway related to transit in West Seattle, and which may provide some opportunities to create better transit service in West Seattle, is the Seattle Transit Initiative. The Intermediate Capacity Transit Service Study, a component of the Seattle Transit Initiative, is analyzing corridors citywide for implementation of intermediate capacity transit. Options being looked at to serve these corridors include bus rapid transit, historic streetcar, tram/modern streetcar, at-grade LRT and monorail. Corridors being looked at include Delridge Way SW, Fautleroy Way SW, and cross-town service linking White Center with the Duwamish area. However, neighborhood circulator services using small buses are not a part of this study. Funding for analysis of circulator routes in neighborhoods has not been identified at this time.  This activity is similar to activity II-E-4, which is part of the West Seattle Transportation Action Agenda. See response to II-E-4.  Another method for starting to implement this activity would be to seek to demonstrate that strong demand for this type of service exists.

**B: Develop neighborhood nodes of concentrated activity**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<ol style="list-style-type: none"> <li>1. sidewalk - 12 foot with furniture and trees in nodes, 6 foot with 4 foot planter with trees in residential areas,</li> <li>2. parking lane - 8 foot,</li> <li>3. bike lane - 4 foot through intersections,</li> <li>4. traffic lanes - 11 foot (15 foot including bike lane),</li> <li>5. turning lane - 12 foot (105 foot minimum length),</li> <li>6. median - 7-12 foot with trees and plantings,</li> <li>7. curb extension - 8 foot (17-18 foot total sidewalk).</li> </ol>				SAC Delridge	<p>coordinated with activities I-B1-9 and I-B1-16. These should be evaluated at the same time to coordinate sidewalk improvements, curb bulbs, pocket parking, and HOV lane recommendations.</p> <p>Resources are not currently available to do this level of improvement, so funding will need to be secured. One partial funding option is a NMF grant to begin developing a conceptual design.</p> <p>For issues related to decreasing commuter traffic on Delridge Way SW, one interim measure that SEATRAN will undertake is to look at improving signage near SW Roxbury Street and SW Holden Street to let commuters know that there are alternative routes to Delridge Way SW. This review will be done in 2000.</p> <p>Below are comments specific to the amenities listed.</p> <ol style="list-style-type: none"> <li>1. SEATRAN has some funding for sidewalk improvements. The amount of this funding is very small relative to the need for sidewalk maintenance and repair citywide. Its use tends to be focused on sidewalk locations for which the City assumes maintenance responsibility. These include landings at street corners, alley crossings over sidewalks, and locations where sidewalk damage is caused by the roots of city street trees. Otherwise, sidewalk maintenance and improvement are held as the responsibility of adjacent property owners. If there are locations that are in need of repair, the community can contact SEATRAN's Street Use Office for a review. If the review finds that repairs are necessary, SEATRAN can work with the property owners to have the existing sidewalks repaired.</li> </ol> <p>Recommendations for sidewalk maintenance and construction have been raised in a number of neighborhood plans and this issue been placed on the policy docket for further discussion. SEATRAN will provide an update on this work to the City Council in 1999, and this recommendation will be reconsidered in light of this work. In addition, the City will be considering whether or not it can redirect or increase funding to increase the level of sidewalk maintenance and construction, and how drainage improvements should be paid for, as policy docket issues. The policy docket work shall be expanded to include placing</p>

**B: Develop neighborhood nodes of concentrated activity**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>considerations play a major role in determining both the type and location of bicycle facilities that staff develop.</p> <ul style="list-style-type: none"> <li>Space is required to install a bicycle trail or path. Consequently, SEATRAN has been very aggressive in purchasing old railroad rights-of-way and in getting permission to use utility corridors for trail purposes. With regard to on-street facilities, staff have worked very hard to install bike lanes wherever space has been available.</li> </ul> <p>In general, when SEATRAN says "no" to an idea, it is because it does not meet one of the above criteria. Nonetheless, after all the plans are reviewed and adopted by the City Council, SEATRAN will comprehensively review the bicycle facility requests in all the plans. (see II-A-2)</p> <p>6. Developing landscaped medians is a significant task, and is a community-led process. Medians can significantly restrict access to properties along a street. In some neighborhoods, SEATRAN has seen proposals for median improvements opposed because of their impacts on access. Before developing a median concept in detail, it would be important to check with adjacent residents and businesses to ensure that this is an idea for which there is consensus and strong community support. If consensus can be obtained, note that landscaped median concepts are generally high-cost. Being largely aesthetic, installation of landscaped medians is work that most transportation CIP grant sources tend not to fund. Other funding sources will need to be developed to implement this activity.</p>
<b>Land use and zoning</b>						
I-B0-5	Design Guidelines - develop design guidelines specifying building standards, parking areas, signage, landscaping, and other furnishings to enhance street-front amenities and development potentials including controls over non-pedestrian activities like gas stations. Design guidelines for each neighborhood anchor that reflect the unique history, character and potential of each	Med. <i>Needed?</i>	3-6		Delridge property owners DCLU	DCLU is addressing neighborhood specific design guideline proposals starting 2 <sup>nd</sup> quarter 1999 and throughout 2000. DCLU will work with neighborhoods using a three phased process, which will package neighborhood proposals in sets of approximately 6 neighborhoods each. First, more fully developed neighborhood design guideline proposals will be reviewed by DCLU and the neighborhoods with the goal of Council adoption of the first package before the end of 1999. In the second and third phases DCLU will work with remaining neighborhoods whose



### B: Develop neighborhood nodes of concentrated activity

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
<b>North Node</b>						
<b>Traffic and transportation</b>						
I-B1-9	<p>HOV - increase transit and HOV capacity northbound on Delridge Way SW during peak hours by:</p> <ul style="list-style-type: none"> <li>restricting parking and designating the outside northbound lane on Delridge Way SW for HOV use during morning peak commuting hours.</li> <li>installing an early entry signal phase at SW Andover Street to allow buses to merge with traffic onto the West Seattle bridge.</li> </ul> <p><i>SDOT resources to complete Delridge Way safety study. Resources to Roxbury, DDM will continue to big term. Multinodal corridors, time and local improvements.</i></p>	Med.	3-6		SEATLAN Metro	<p>The City believes this increasing transit capacity is a good idea, but specific methods for accomplishing this will require further analysis and involvement with Metro. One study, the Intermediate Capacity Transit Service Study, a component of the Seattle Transit Initiative, is already underway and will analyze corridors citywide for implementation of intermediate capacity transit (see I-B0-4 for more information.) This study is being coordinated between the City and Metro. Also, SEATLAN notes that this activity will require careful and comprehensive analysis, as changes to this arterial will have impacts on parallel, residential non-arterial streets. This should be evaluated at the same time as other activities in this key strategy to coordinate sidewalk improvements, curb bulbs, pocket parking, and HOV lane recommendations.</p> <p>Bicycle access along Delridge Way SW would be negatively impacted if parking is removed for additional motor traffic lanes. Studies have shown that increasing the number of lanes of traffic would also increase the speed of traffic. It also removes the ability for bicyclists to move into the parking lane, where cars are not parked, to get out of the traffic lane. See comments in activities I-B0-4 related to forwarding activities to Metro.</p>
I-B1-10	<p>Park-and-Ride - develop a facility at SW Andover St. to increase transit ridership capacity before entering the Spokane Street Bridge.</p> <p><i>in studies on Spokane</i></p>	High	1-2		Metro SPO SEATLAN	<p>This recommendation will be forwarded to Metro for their consideration. It is generally the City's policy (TSP strategy T6) to discourage new Park-and-Ride lots within the City limits due to high capital costs, increased noise and pollution in the neighborhood, car prowls problems at park and ride lots and limited benefits to the neighborhood of bringing drivers into the neighborhood who leave their cars for an extended period of time but do not necessarily bring any benefit into the neighborhood, unless justified by exceptional circumstances and</p>

**B: Develop neighborhood nodes of concentrated activity**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
16	Deiridge Way SW north of SW Andover St. to support adjacent mixed use business/housing developments and remove parking conflicts from the peak hour HOV lane designation.				business owners	the sidewalks.
I- B1- 17	Birmingham Steel truck traffic - encourage/support Birmingham Steel's move to rail versus truck transport.	High	1-3		<b>Birmingham Steel</b> Port of Seattle SEATRAN OED Deiridge	As an industrial business, truck transport is necessary for Birmingham Steel and currently the City has no programs that can assist with this recommendation. However, the neighborhood should work with the NDM to meet with Birmingham Steel to discuss neighborhood concerns. OED and SEATRAN staff can assist with setting up the meeting and will be available to provide technical assistance as needed.
<b>Land use and zoning</b>						
I- B1- 18	With property owner and neighborhood participation, study various methods including alternative zoning, to facilitate the redevelopment of the triangle bounded by Andover Street, Deiridge Way SW, and 23rd Avenue SW to promote the development of a mixed use neighborhood anchor.	High	2001-2002 <i>revision plan</i> <i>con</i>		<b>Deiridge</b> property owners DCLU	DCLU will work with the neighborhood, to undertake a land use planning exercise and rezoning analysis to explore different zoning designations to see if a rezoning might achieve the neighborhood's vision and meet the City's criteria for rezoning. Several neighborhoods have requested DCLU's services in this capacity. DCLU is likely to begin this work as part of their 2001-2002 work program.
I- B1- 19	Rezoning - east side of Deiridge Way SW between SW Dakota and SW Andover Streets to NC1-40, mixed use residential and business, to reduce potential traffic/parking conflicts on Deiridge Way SW.	High <i>Done</i>	On plan adoption		<b>DCLU</b> Deiridge Property owners	The City supports the neighborhood's proposal to rezone this area from C1-40 to NC1-40. Approximately half of the rezoned area is included in environmentally critical areas. Most of the northern parcels are included in potential slide areas, and portions of other parcels are included in steep slope areas. However, this rezoning proposal would not result in more intensive development than that permitted under existing zoning, and the development that is intended by the rezoning is consistent with the Environmentally Critical Areas policies and regulations. Therefore, DCLU prepared a rezoning analysis and a rezoning ordinance amending the official zoning map and submitted it to Council for their consideration along with the Deiridge plan.

## B: Develop neighborhood nodes of concentrated activity

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
I- B1- 24	access and visual amenity. Maintain other existing hillclimbs in the node.	Med	3-6		SEATRAN	SEATRAN staff will investigate problem sites if provided with the specific locations, detailed descriptions, and a neighborhood contact who can describe the problems. Identified problems may be addressed through existing spot improvement programs; however, SEATRAN has limited funding for major maintenance of stairways.
<b>Other Key Actions:</b>						
I- B1- 25	Increase commercial services for daytime population and adjacent neighborhood residents by: <ul style="list-style-type: none"> <li>developing live-work opportunities to increase daytime employment and minimizing commuting traffic.</li> <li>developing additional commercial space and business activities to provide services to daytime workers and neighborhood residents based on performing a market survey of residents and daytime employees at Birmingham Steel, Services Group of America and DSHS to determine the needs, wants and desires for additional commercial services.</li> </ul>	Med.	3-6 <i>Review EPOW. for Andover Node</i>		Delridge OED DNDA Services Group of America DSHS Birmingham Steel SGA	OED, as a member of the Seattle Community Development Collaborative --- a consortium of economic development investors in Seattle, will continue to work with DNDA to provide funding for community priorities and to work on implementation of DNDA's business plan. OED recently loaned DNDA \$245,000 to finance acquisition and development costs for the Brandon Street project--a mixed use project which will provide housing and commercial services for the Delridge neighborhood. OED and the Collaborative will continue to work with DNDA on their second mixed-use project, including a possible library branch, and on a potential market survey of residents and daytime employees in the neighborhood.
I- B1- 26	Recruit an owner/user consistent with the clean/green elements of Delridge Plan to develop the vacant industrial buffer site at 28 <sup>th</sup> Avenue SW and SW Andover Street.	High	1-3 <i>Fitness Club + 28<sup>th</sup> Ave. + 26<sup>th</sup> Ave. + 28<sup>th</sup> Ave. + 26<sup>th</sup> Ave.</i>		Delridge OED SJI	This is a community-based activity. OED, as a member of the Seattle Community Development Collaborative --- a consortium of economic development investors in Seattle, will continue to work with DNDA to provide funding for community priorities and to work on implementation of DNDA's business plan. OED can work with DNDA on this item to the degree to which it is a DNDA priority and within DNDA's capacity.
<b>Campus Node</b>						

## B: Develop neighborhood nodes of concentrated activity

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
<b>Community design and amenities</b>						
I-B2-31	Genesee Street Hillclimb - expand the walkway and develop a hillclimb and park improvement on eastbound right-of-way to improve pedestrian access and visual amenity.	Low	6-8 <i>priority</i>		SEATRAN DPRSAC, Delridge	Please see I-B1-22.
<b>Redevelopment opportunities</b>						
I-B2-32	Old Cooper School - Support the utilization of early implementation funds by the Delridge Neighborhoods Development Association (DNDA) to create a redevelopment plan for the Old Cooper School. Include: convene the School Use Advisory Committee (SUAC) to rezone the property, work with the Seattle School District and the City of Seattle to effect the transfer of the property, and conserve this important community landmark for public use including the following options: <ul style="list-style-type: none"> <li>cultural activities in original ground floor stage and training room,</li> <li>suitable commercial and entertainment uses,</li> <li>artists' live/work/gallery spaces,</li> <li>affordable housing, and/or</li> <li>artworks and murals on foundation abutting Delridge Way SW.</li> </ul>	High	1-3 <i>Completed</i>		Delridge DNDA SSD (School Use Advisory Committee) DON HPO HHS OED SAC Landmarks Preservation Board OH	<p>The City has approved the Delridge neighborhood's \$45,000 EIF application for an "Old Cooper School Feasibility Study." The feasibility study will identify redevelopment options and potential uses, financing strategies and a development process for the school. The project is scheduled for completion in June 2000.</p> <p>OH staff are interested in exploring ways to cooperate with SSD, Historic Seattle and SAC in the production of affordable housing. OED staff and the Seattle Community Development Collaborative staff will continue to work with DNDA to identify the community's priorities and the opportunities for providing financial and technical support as identified in the neighborhood plan.</p> <p>If the community anticipates nominating the building for a landmark designation, HPO will be available to assist the community in the landmark designation process. Recommendations for the preservation of historic buildings have been placed on the Policy Docket. SPO provided a briefing on issues and potential tools to the City Council in 1999.</p>
<b>Central Node</b>						
<b>Traffic and transportation</b>						
I-B3-	Snake Hill (SW Brandon Street) - expand pavement, shoulders, and walkway on one side	Med.	4-6		SEATRAN	SEATRAN supports this concept. SW Brandon St. is planned to be an arterial street between Delridge Way SW and 30th Ave. SW, however,



### B: Develop neighborhood nodes of concentrated activity

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
I-B3-36	Rezone the frontage properties on the south end of Deiridge Way SW at SW Juneau Street to NC to focus commercial development within the defined boundaries of the node.	High	Submitted with plan		DCLU Deiridge property owners	The City supports the neighborhood's proposal to rezone this area from L3 to NC2-40. DCLU has prepared the rezoning analysis and the rezoning ordinance amending the official zoning map and has submitted it to Council for their consideration along with the Deiridge plan.
I-B3-37	Rezone the frontage properties on SW Brandon and SW Findlay Streets to allow development of duplex and triplex housing as a transition and to support the development of the node.	High <i>Now</i>	Submitted with plan <i>LR1</i>		DCLU Deiridge property owners	The City supports the neighborhood's proposal to rezone this area from SF5000 to LDT. DCLU has prepared the rezoning analysis and the rezoning ordinance amending the official zoning map and has submitted it to Council for their consideration along with the Deiridge plan.  If any of these properties is not rezoned by the Council at this time, contract rezones for these properties could be considered in the future to meet the intent of the neighborhood plan.
I-B3-38	With property owner and neighborhood participation, study various methods including alternative zoning to facilitate the redevelopment of the JCI site so that this sizable concrete structure can be an economic development asset that complements the plans for the neighborhood anchor.	High <i>continually</i>	1-2 <i>LR2</i>	<i>RC</i>	Deiridge property owners DCLU	DCLU and OED will work with the property owner and the neighborhood on a land use planning exercise and rezoning analysis to facilitate use and/or redevelopment of the JCI site. DCLU is likely to begin this work as part of their 2001-2002 work program. A contract rezoning could be considered in the future to meet the intent of the neighborhood plan.
<b>Community design and amenities</b>						
I-B3-39	Puget Boulevard Commons – develop a public parking and plaza area with trees, landscaping, unique artworks, and other furnishings in the Puget Boulevard right-of-way on the west side of Deiridge Way SW to provide space for a farmers market and other celebrations - and to support parking for the adjacent church and possible branch library if the library is located at this site.	Med.	3-6 <i>located for other facilities</i>		DON DeiridgeSPL DPR SEATRAN SAC	While this recommendation is not yet developed fully enough for city department review, the City supports the concept of co-locating public spaces with public facilities and encourages the neighborhood in pursuing shared parking opportunities. The community will need to pursue this recommendation as opportunities (such as a future library site) and resources become available. The City will continue to track this recommendation through the Southwest Sector work program.  Recommendations for neighborhood parking facilities have been placed on the Policy Docket. SPO staff will report on existing and planned study efforts to the City Council in 1999.
I-	Gateways – extend curbs, expand sidewalks,	High	1-3		Deiridge	Developing and implementing a gateway design for the neighborhood is

### B: Develop neighborhood nodes of concentrated activity

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	SW and SW Brandon Street.				DNDA SEATRAN	<p>payment assistance funds to DNDA for the Brandon Court Project. OH looks forward to additional opportunities to assist Delridge in meeting their affordable housing goals for both owners and renters in their neighborhood.</p> <p>OED as a member of the Seattle Economic Development Collaborative – a consortium of economic development investors in Seattle – recently loaned DNDA \$245,000 to finance acquisition and development costs for the Brandon Court Project. Through its participation in the Collaborative, OED is supporting DNDA development of the Brandon Court Project.</p> <p>The Brandon Court development broke ground in June, 1999. The project will construct a three- and four-story mixed-use building with 17 residential units above 1,451 square feet of administrative office and 2,410 square feet of retail space. The residential units will be made available to low-to-moderate income residents.</p>
I-B3-44	Delridge Library – develop the new branch library at an appropriate site within the Central node.	High	2-3 <i>complete</i>		SPL-Library Board Delridge DNDA	<p>The "Libraries For All" initiative provides for a Delridge Branch library; however, library siting decisions are the responsibility of the Library Board. It is the Executive's understanding that the community and the Library Board have initiated discussions and will continue to explore the possibility of a Delridge Branch library in the Central node.</p>
I-B3-45	Neighborhood Service Center - locate this public use in the Central node to increase public access and support development opportunities.	High	2-4 <i>consultations</i>		DON	<p>DON is exploring the possibility of relocating the Neighborhood Service Center to the DNDA building proposed for Delridge and Brandon.</p>
I-B3-46	Business recruitment – for neighborhood resident services including: <ul style="list-style-type: none"> <li>specialty stores - food, bakery, espresso, and flower shops,</li> <li>services – personal and health care,</li> <li>office – including professional,</li> <li>industrial – including small scale, environmentally clean manufacturing and cottage industries.</li> </ul>	High	<i>visit as part of action plan</i>		OED	<p>DNDA, with support from OED, had a consultant complete a market study to determine the market for potential businesses in the Brandon Court project. This study might provide some guidance as to what types of businesses the Delridge market could support. The Delridge Planning Committee could also contact the Central Area Development Association (CADA) about the marketing video that they produced for business recruitment purposes.</p> <p>Another method for implementing this activity would be to work with the Neighborhood Business Council. The goal of the City's contract with the</p>

### B: Develop neighborhood nodes of concentrated activity

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
I-B4-48	Study, and if appropriate, develop a Park-and-Ride lot within the K-Mart property.	High	1-3		MetroSound Transit, SPO, SEATRAN K-Mart	may provide development opportunities that may help to begin implementing elements of this activity. Lastly, reconfiguring the routes and developing a transit center will be forwarded to Metro for consideration in their planning process.  See response in I-B4-48 related to Park-and-Ride lots.  See I-B1-10. Also, capitalizing on the existing parking supply at K-Mart for shared parking may be an effective and appropriate strategy.
I-B4-49	Sylvan Way SW, SW Webster and SW Myrtle Streets transit shelters - correct the drainage/flooding problems.	High	1-3		SPU SEATRAN Metro	SPU can evaluate the situation through existing spot improvement programs, if provided with specific locations, problem descriptions, and a community contact. For drainage problems, more information is needed on the locations and types of problems in order to assess the need for utility drainage system spot improvements. If the drainage system infrastructure is in place, current policy requires property owner contribution for drainage improvements adjacent to their property to connect to the system.  SPU is conducting a citywide drainage policy study to determine drainage needs, policies and rate levels, and to recommend changes to the current approach. SPU will provide a status report to the Utilities and Environmental Management Committee in August 1999, and provide final recommendation shortly thereafter and before the end of the year. These citywide drainage issues have been placed on the Policy Docket.
I-B4-50	Sunrise Heights/SW Community Center, etc. - study and develop alternatives for an additional bus route through Sunrise Heights using SW Holden St. or SW Thistle St.	High	1-3	<i>review TMP and need</i>	Metro Sound Transit, SEATRAN K-Mart	The Executive will forward this and related transit requests to King County Metro on the community's behalf. SPO, SEATRAN and DON will review the transit service requests and transit stop improvements identified in the neighborhood plans and integrate those requested improvements into the work being done under Strategy T4 "Establish and Implement Transit Service Priorities" in the City's Transportation

**B: Develop neighborhood nodes of concentrated activity**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
I-B4-54	<p>Rezone - Reduce the height allowances within the node from 65 to 40 feet to control impacts on adjacent residential properties.</p> <p><i>should be desired?</i></p>	High	On plan adoption		<p>DCLU Delridge property owners</p>	<p>The City supports the neighborhood's proposal to rezone this area's height limit from C1-65 to C1-40 to be more consistent with the surrounding area. DCLU has prepared the ordinance amending the official zoning map and will submit it to Council for their consideration with the Delridge plan.</p> <p>Also, ESD is in the process of negotiating with K-Mart for a new Police Precinct. Preliminary concepts for the precinct call for a two-story building with a gable roof which might face zoning restrictions related to the NC2-40-zone. The City and the neighborhood are working together to find a solution that will accommodate the neighborhood's concern for scale/height issues while allowing the police facility to meet functional needs. A specific recommendation about how to resolve this will be determined prior to final action by the City Council.</p>
I-B4-55	<p>With property owner and neighborhood participation, study various methods including alternative zoning, to mitigate the development impacts of the "sandpits" property northwest of K-Mart, to ensure the environmental safety of surrounding properties, to ensure that future development is consistent with surrounding character, and to minimize traffic impacts on surrounding residential areas.</p> <p><i>Developed</i></p>	High	1-2		<p>DCLU Delridge property owners</p>	<p>DCLU will work with the neighborhood, to undertake a land use planning exercise and rezone analysis to explore different zoning designations to see if a rezone might achieve the neighborhood's vision and meet the City's criteria for rezones. Several neighborhoods have requested DCLU's services in this capacity. DCLU is likely to begin this work as part of their 2001-2002 work program.</p>
<p><b>Community design and amenities</b></p>						
I-B4-56	<p>K-Mart Commons - redevelop a portion of the parking lot between K-Mart and the Transit Transfer Station into a public commons and plaza area with special pavings, artwork, street trees, furnishings, and facilities for street vendors, farmers market, and special events.</p> <p><i>Should be action plan? Vision for Node?</i></p>	High	1-3		<p>K-Mart Delridge Metro SEATRAN DPR OED</p>	<p>The community will need to pursue this recommendation with K-Mart and Metro.</p> <p>DED and the Seattle Community Development Collaborative will continue to work with DNDA to identify the community's priorities and the opportunities for providing financial and technical support as identified in the neighborhood plan.</p>



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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						"Policy Docket." This will occur in 1999. DPR would be involved in the design development if there were an expectation the department might maintain this property.
<b>Redevelopment opportunities</b>						
I-B4-62	K-Mart access roadway - Improve the access roadway into K-Mart between Sylvan Way SW and SW Webster Street to align with 24th Avenue SW, provide parallel parking, curbs, sidewalks, street trees, and other furnishings to control traffic/pedestrian activities and provide a visual amenity to the site.	Med.	3-6		K-Mart Metro	The community will need to pursue this recommendation with the property owner, and K-Mart staff. The neighborhood should continue to work with the NDM and the City's interdepartmental team that includes staff from ESD, DCLU, SPU, OED, DON, and SEATRAN.
I-B4-63	K-Mart parking lot - install medians, curbing, sidewalks, street trees, and landscaping to improve parking/pedestrian activities and provide a visual amenity.	Med.	3-6	<i>1-3-91</i>	K-Mart Metro	The community will need to pursue this recommendation with the property owner, and K-Mart. The neighborhood should continue to work with the NDM and the City's interdepartmental team which includes staff from ESD, DCLU, SPU, OED, DON, and SEATRAN.
I-B4-64	K-Mart Commons retail uses - develop additional retail buildings on the K-Mart Commons adjacent to the Transit Station to provide conveniences and services for neighborhood residents and transit riders.	High	1-3-91	<i>1-3-91</i>	K-Mart Metro OED	The community will need to pursue this recommendation with the property owner, and K-Mart. The neighborhood should continue to work with the NDM and the City's interdepartmental team which includes staff from ESD, DCLU, SPU, OED, DON, and SEATRAN. OED and the Seattle Community Development Collaborative will continue to work with DNDA to identify the community's priorities and the opportunities for providing financial and technical support as identified in the neighborhood plan.
I-B4-65	K-Mart facade - build a new entry and storefront facade on the K-Mart building to reflect the site's enhanced visual and activity potentials.	Med.	3-6		K-Mart	The community will need to pursue this recommendation with the property owner, and K-Mart. The neighborhood should continue to work with the NDM and the City's interdepartmental team which includes staff from ESD, DCLU, SPU, OED, DON, and SEATRAN.
I-B4-66	K-Mart tenants - recruit new grocery and/or entertainment activities to occupy the vacant space in the K-Mart building and provide desired services for neighborhood residents.	High	1-3		K-Mart DON OED	The community will need to pursue this recommendation with the property owner, and K-Mart staff. The neighborhood should continue to work with the NDM and the City's interdepartmental team which includes staff from ESD, DCLU, SPU, OED, DON, and SEATRAN.

## II. Additional Activities For Implementation

The activities listed in this section are not directly associated with a Key Strategy. The City has, when possible, identified next steps for implementation of each of these activities. The response will specify: 1) activities already under way; 2) activities for which the City agrees to initiate next steps (will include a schedule for the work); 3) activities that will be considered as part of the sector work programs in the future as opportunities arise; 4) activities for which the community must take the lead (may be supported by City departments or existing programs); 5) issues that will be on the policy docket (the docket will assign responsibility for consideration of the issue and provide a schedule for reporting back to Council); and 6) activities that the City will not support. As with the activities listed for each Key Strategy in Section I, these activities are intended to be implemented over the span of many years.

The Executive will coordinate efforts to sort through these activities. During this sorting process, the departments will work together to create sector work programs that will prioritize these activities. This may include developing rough cost estimates for the activities within each activity; identifying potential funding sources and mechanisms; establishing priorities within each plan, as well as priorities among plans; and developing phased implementation and funding strategies. The City will involve neighborhoods in a public process so that neighborhoods can help to establish citywide priorities. Activities identified in this section, with the exception of activities the City will not support, will be included in the City's tracking database for monitoring neighborhood plan implementation.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	City Action
<b>A: TRANSPORTATION</b>							
<b>Roadways</b>							
II-A-1	<p>Improve maintenance of existing roadways throughout the planning area including:</p> <ul style="list-style-type: none"> <li>▪ Repaving in areas with recurring/excessive potholes;</li> <li>▪ Fixing areas with <u>drainage problems.</u></li> </ul>					<p>For roadway maintenance, SEATRAN staff can investigate problem sites if provided with specific locations and a detailed description of the problems.</p> <p>For drainage problems, more information is needed on the locations and types of problems in order to assess the need for utility drainage system spot improvements. If the drainage system infrastructure is in place, current policy requires property owner contribution for drainage improvements adjacent to their property to connect to the system.</p> <p>City departments are working to coordinate right-of-way and utility work to minimize pavement cuts. SPU, SEATRAN and SCL staff are participating in the citywide "Consistency in Construction Communications Project" and a street-opening coordination effort designed to address these</p>	<p>if provided with specific locations, problem descriptions, and a community contact, SEATRAN and SPU will evaluate the situation through existing spot improvement programs.</p> <p>SPU is currently conducting a drainage policy study to investigate various shared funding strategies to address these conditions citywide. SPU will be briefing the City Council on the study in August or September 1999. The outcomes of this study will</p>

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						<p>reviewed and agreed would be good additions. The map does not show planned bicycle facilities that require physical changes to the roads (i.e. bike lanes) or construction of new rights of way (i.e. bike trails) as this is a guide map reflecting actual conditions in the field, not planned, future projects. As additional routes are recommended, approved, or constructed, SEATLAN staff will add them to future printings.</p> <p>Also, Neighborhood plan requests should be considered in the City's bicycle facilities planning process. Because neighborhood plan requests have largely been reviewed and analyzed by Executive staff and the Council one neighborhood at a time, and because bicycle facilities almost always cross neighborhood boundaries, it will be important to step back and take a broader view. The City is not intending to re-review specific decisions on specific matrix items, but to look at the broader, citywide issues.</p> <p>After all of the neighborhood plans have been reviewed by the City Council, the Executive will comprehensively review the bicycle facility requests in all the plans. This will be done as part of the first annual report to the Council by the Executive on strategies contained in the Transportation Strategic Plan (TSP). This review of bicycle facilities and operations will examine how various neighborhood plan proposals fit together within and across subareas of the City, as well as citywide and regionally. In addition, in each semi-annual memorandum submitted to the Council on nine specific TSP strategies, the response for Strategy B1 will:</p> <p>a) list requested bicycle facilities, including those identified in neighborhood planning, (perhaps</p>	



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						<p>south to SSCC is viable.</p> <p>Both the neighborhood and the community college requested an extension of the 16<sup>th</sup> Avenue SW route northward. As 16<sup>th</sup> Avenue SW itself has adequate width to function as a bike route and extends to an important community destination – South Seattle Community College - with the potential for a great number of bicycle trips, SEATRAN staff felt it made sense to extend the route even though they could not recommend an outlet at the north end of 16<sup>th</sup> Avenue SW several blocks beyond SSCC. Unfortunately, SW Dawson Street is the only street that connects 16th to 21st Avenue SW in that part of Delridge, but SW Dawson Street has the worst of all possible combinations for bicyclists. It is a steep, narrow, winding road and has neither wide travel lanes or a shoulder. In other words, this is the kind of street that all but the most fit and fearless of bicyclists tend to avoid. However, like all surface streets in Seattle, it is open to bicyclists whether or not it is officially designated on our map.</p>	
II-A-5	West Marginal Way SW from Spokane Street SW south through the Duwamish - class 2.	Low	6-8		SEATRAN	SEATRAN does not support bike lanes on W Marginal Way. The Duwamish Trail, which runs parallel to W Marginal Way SW, is scheduled to be completed in 1999, so no on-street facility is necessary.	SEATRAN does not support this recommendation.
II-A-6	16 <sup>th</sup> Avenue SW from SW Dawson Street to SW Roxbury Street - class 4.	High	3-6		SEATRAN	SEATRAN supports this recommendation to extend the current bike route on 16 <sup>th</sup> Ave. SW to SW Findlay St. (north end of the SSCC campus). This will be included in the Bicycling Guide map as an 'arterial street commonly used by bicyclists.' Also, see response in II-A-4.	SEATRAN will extend the current bike route on 16 <sup>th</sup> Ave. SW as far north as SW Findlay Street on the Bicycling Guide map when the map is next printed.
II-A-7	30 <sup>th</sup> Avenue SW from Sylvan Way to SW Roxbury Street - class 4.	Low	6-8		SEATRAN	34 <sup>th</sup> Ave. SW is the designated north-south route in this area and connects better to other routes than	SEATRAN does not support this recommendation.

*Approved  
6/21/99*



#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	City Action
11	Avenue SW to Delridge Way SW - class 3.					Brandon St., this could work as a bike route.	continue to be considered as part of the Southwest Sector work program.
II-A-12	Sylvan Way SW / SW Orchard Street - from 35th Avenue SW to Highland Park - class 3.	High	3-6		SEATRAN	This is potentially a good connecting route, but improvements would need to be made on the north side of Sylvan Way SW to create a wider travel lane so cars will be able to pass slower moving bicyclists going uphill.	This recommendation will continue to be considered as part of the Southwest Sector work program.
II-A-13	Thistle Street - from 35th Avenue SW to 9th Avenue SW - class 3.	Low	6-8		SEATRAN	SEATRAN supports this recommendation.	SEATRAN will include this street on the next edition of the Bicycling Guide Map, due out late 1999.
II-A-14	SW Roxbury Street - from 35th Avenue SW to SW Olson Place/1st Avenue SW - class 3.	Low	6-8	BMP	SEATRAN	SEATRAN opposes designating this a bike route as this is a four lane arterial street and lacks a wide curb lane. The SW Barton St. route a few blocks to the north works well as an east-west route in this part of town.	SEATRAN does not support this recommendation.
<b>Bikeways - develop bikeways on unopened roadways</b>							
II-A-15	SSCC - from SW Dawson Street behind campus buildings to 12th Avenue SW and Riverview Playfield to Webster and Highland Park - class 1.	Low	6-8		SEATRAN DPR SSCC	The steepness of the hillside could make a Class 1 Trail difficult to develop (meeting ADA requirements could require considerable switchbacks). It may be better if development were limited to soft surface mountain bike trails. This would likely involve DPR and SSCC, depending on who owns the property. If there is no street right-of-way involved, SEATRAN's role would be limited.  The next step is to develop a conceptual design. The City supports this concept but has not identified funding for a conceptual design at this time. If the community would like to move forward more quickly on this recommendation they can seek alternative funding sources for the concept design. NMF or early implementation funds are possible funding sources	The community will need to take the initiative on this recommendation to develop a conceptual design that SEATRAN can review.

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<b>B: HOUSING</b>							
II-B-19	High Point – see South node I-B4-69.	High	1-5 <i>complete</i>		SHA High Point DNDA OH Delridge	This activity references activity I-B4-69, except this activity has a different priority and timeframe. It is recommended that the neighborhood clarify the meaning of this activity in comparison to I-B4-69. Also, see response to I-B4-69.	See response to I-B4-69.
II-B-20	Value/price distribution - with community residents, re-examine Special Objectives Area (SOA) policies on the development of new housing units serving households between 30% and 50% of the median income range.	High	1-3 <i>ensure with housing affordability work and link to DNDA</i>		OH Delridge DNDA	In implementing the City's Housing Action Plan, OH will evaluate a variety of housing policies and programs, including the City's SOA and housing affordability policies.  OH will review during 2000 all SOA policies as a part of the preparation of the 2001 – 2002 Consolidated plan. Appropriate neighborhoods will be involved in the review process and any potential changes. There is a public hearing process for the Consolidated plan and it is submitted to the City council for review and approval.	This recommendation will be considered as OH implements the Housing Action Plan.  OH will review all SOA policies during 2000.
II-B-21	Down payment – expand the housing down payment assistance program.	High	1-2		OH DNDA	One of the City's primary housing goals is to increase opportunities for home ownership as expressed in the Comprehensive Plan, the Consolidated Plan and the Mayor's Action Agenda. OH has already provided \$220,500 in down payment assistance to DNDA for the Brandon Street project. DNDA has also submitted a proposal for a subsidized rental project to be built in	The City will continue to work on expanding home ownership opportunities throughout the City. This recommendation will be considered as OH implements the Housing Action Plan. A \$600,000

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						off-site requirements or utility rate reductions for affordable housing raise a number of legal and fiscal issues and have been placed on the Policy Docket for Council consideration. Lastly, the Delridge neighborhood was not included in the multifamily tax exemption program recently created by the City. It could be considered for inclusion in the future, after the initial program has been reviewed.	DCLU, OH and SPO will conduct a policy and code development project that will examine the policy and legal issues associated with the expansion of incentive zoning provisions to areas outside of Downtown. This work will begin in 1999 and will include many areas of the City where interest has been expressed.
<b>C: COMMUNITY &amp; CULTURE</b>							
II-C-24	Delridge Atlas - Provide City assistance and data to utilize, maintain, update and make available to the community, the Delridge Atlas and GIS data base of Delridge created by DNDA.	High	3-5		DNDA City of Seattle	The City provided the community with information and GIS data at the beginning of the neighborhood planning process. However, the City currently lacks the resources to provide the high level of support that would be necessary to update and maintain this information for all 37 neighborhoods in the City's GIS DataViewer. See response in II-A-18 related to city GIS resources.	The community should work with the NDM to facilitate access to additional GIS information.
II-C-25	Umbrella Cultural & Arts Outreach - create a steering committee and program of activities to facilitate year-round activities with multicultural content.	Med.	2-4 yrs		Delridge ArtsWest SAC	DON's 'small and simple' grants are an possible source of funding to provide the funding (to do mailings, host a meeting, etc.) necessary to start a local committee.	The community will need to take the lead on this activity.
II-C-26	Delridge Community Festival - expand the activities to include more diverse cultural and age oriented activities.	High	1-3 yrs		Delridge ArtsWest	This is a community-based activity. There are numerous community festivals sponsored by various community organizations. If it would be helpful the City will assist Delridge community members in contacting other community festival organizers in other neighborhoods.	This is a community-based activity.
II-C-27	Farmers' Market - sponsor a market activity at the Puget Boulevard Commons adjacent to the pea-patch gardens and/or at the K-Mart commons to support local business	High	1-3 yrs		Delridge DON	The neighborhood should consider coordinating with adjoining communities, especially if other communities have similar plans for farmers' markets. There are numerous farmers' markets	This community will need to take the lead on this activity with support from OED and



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II-C-31	Pedestrian lighting - maintain and install pedestrian lighting, residential porch lights, lighting at schools and transit stops to improve safety in public places, parks, trails and hillclimbs etc.	High	Continuous		<p><b>Delridge</b> SEATRAN SCL DPR</p>	<p>The community should contact SCL's South Service Center to begin work on developing a lighting plan. The plan should include the specific location and type of lighting fixtures that will be the basis of project feasibility and cost estimates.</p>	<p>The community will need to take the lead on this recommendation with support from SCL. Pedestrian lighting recommendations have been placed on the Policy Docket. The Executive will review lighting policy and report to the Neighborhoods, Growth Planning &amp; Civic Engagement Committee in 1999.</p>
II-C-32	Centers - create emergency preparedness operations centers at the Delridge Community Center, Cooper, Boren, and Sanislo Schools.	Med	3-5		<p><b>SPD</b> FEMA SSD DPR Delridge CC Delridge</p>	<p>The City supports, and has programs for developing, plans (which includes designated centers) with the neighborhood. Emergency preparedness is important for all communities and SPD would recommend that the Delridge community become familiar with the City's overall emergency preparedness plan. SPD encourages and will assist community members in becoming actively involved in emergency preparedness through Emergency Management's SDART program.</p> <p>Currently, the Delridge Community Center (DCC) is designated as a Disaster Command Center and is able to provide a Red Cross station, shelter/beds, showers, etc. in the event of an emergency. Delridge Community Center was chosen over other area facilities as it is a newer facility, and thus better able to withstand damage during emergency events. If the community does not feel this is adequate, SPD recommends that they work with the SDART program to further develop recommendations for disaster preparedness in the</p>	<p>This recommendation has already been implemented at Delridge Community Center. SPD will work with the community to consider other locations as listed in the activity.</p>



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	<ul style="list-style-type: none"> <li>▪ late night activities including outdoor summer movies and basketball,</li> <li>▪ transit services to nearby community and recreation centers, and other after-school activities,</li> <li>▪ arts programs including fine and performing arts.</li> </ul>					<p>listed in this recommendation are currently available through the DCC and other DPR facilities.</p> <p>DPR does not currently run a youth employment program. A program of this kind would require funding and a reasonable scope of what maintenance work is appropriate for youth. Opportunities for youth to volunteer exist through the Adopt-A-Park program and at the DCC.</p> <p>DCC currently offers a late night basketball program on Saturday nights. DPR currently lacks the resources for showing outdoor summer movies; however, this would be appropriate for the neighborhood to pursue as a community-based activity. The community may wish to contact the Fremont Arts Council and the Fremont Urban Neighborhood Coalition for information on Fremont's Outdoor Summer Cinema.</p> <p>DPR recently received funding to provide youth with a guaranteed ride home from late night basketball programs; however, the department lacks the resources to provide regular shuttle/transit services. DCC offers a variety of artistic programs for youth including piano and dance lessons.</p>	<p>Recommendations for community center facilities have been placed on the Policy Docket. The Executive will review the City's policies related to community centers and neighborhood recommendations related to community space and provide Council with a summary of options and opportunities in 1999.</p>
<b>Human Development</b>							
II-C-37	<p>Work with other West Seattle neighborhoods and agencies to develop a Human Services Provider Information Network to result in more knowledgeable referral information for the consumer of human services.</p> <p><i>Community project</i></p>	High	2-4		<p><b>Delridge</b> HSD SSD churches other private outreach organizations</p>	<p>HSD supports the development of a Human Services Provider Information Network that would result in an expanded referral information system being provided to the consumers of human services. The Friends of the Junction stewardship group will use some Early Implementation Fund dollars to initiate Social Online Services, which will offer automated referrals between providers as well as information about local programs and agencies. Delridge should speak with FOJ about potentially</p>	<p>The community will need to take the lead on this recommendation with support from HSD and SPO as appropriate.</p>

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II-C-39	Human Services Steering Committee - coordinate human services programs to be more culturally sensitive and to address the unique needs of youth, elderly, and recent immigrants.	High	2-4			<p>planning group in the past and would be willing to discuss updating the information or providing a customized summary of demographic and health data in their areas of interest.</p> <p>An NMF grant may be an appropriate source of funding for collecting information not currently tracked by the City or other public agencies. One alternative to pursuing funding is for the neighborhood to work with the NDM to inventory what resources exist, and to facilitating the neighborhood's work with city departments.</p> <p>Also, see response to II-C-37.</p>	The community will need to take the lead on this activity with support from HSD as appropriate.
II-C-40	Complete a West Seattle inventory, needs assessment, and human development strategic plan to guide service delivery and funding over the next 20 years.	High	2-4		<p><b>Delridge</b> HSD SSD churches other private outreach organizations</p>	<p>HSD supports this action and will begin working with the community, but lacks the resources to take the lead. HSD's Undoing Institutionalized Racism group can serve as a resource to increase cultural sensitivity and improve access to resources.</p> <p>Also, see response to II-C-37.</p> <p>HSD supports this action and will begin work with the community, but lacks the resources to take the lead. HSD can provide maps of existing Community Development Block Grant and Human Services Program funded programs. To conduct a 'needs assessment' and develop a strategic plan, partnerships between human service providers, government and the private sector will be critical. HSD suggests that the Coalition of West Seattle Human Service Providers is the best place to begin this work. Another resource available to the community is Crisis Clinic (461-3210) which has developed a directory of health and human services in Seattle/King County. The list, called "Where to</p>	The community will need to take the lead on this activity with support from HSD as appropriate.

*Community Activities*

*Community Strategic Plan*

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<b>D: ECONOMIC DEVELOPMENT</b>							
II-D-43	<p>Job Support – Enhance existing and support new programs including:</p> <ul style="list-style-type: none"> <li>▪ language assistance</li> <li>▪ basic education</li> <li>▪ childcare</li> <li>▪ transportation</li> </ul>				<p><b>SJ</b> OED Delridge</p>	<p>SJ will work with community based organizations in Delridge to identify additional opportunities to link Delridge residents to jobs that pay a livable wage and provide opportunities for advancement and services that enable residents to access these jobs.</p>	<p>The community can pursue this recommendation with SJ.</p>
II-D-44	<p>Job Opportunities – support and expand existing and develop new programs, particularly the Seattle Jobs Initiative, to provide employment –related benefits to Delridge residents including:</p> <ul style="list-style-type: none"> <li>▪ job related education</li> <li>▪ apprenticeships</li> <li>▪ hire-local</li> <li>▪ job placement</li> <li>▪ communication among employment assistance programs</li> <li>▪ new employment assistance centers</li> </ul>	High	3-5		<p><b>SJ</b> DNDA OED Delridge</p>	<p>SJ will work with community based organizations in Delridge to identify additional opportunities to link Delridge residents to jobs that pay a livable wage and provide opportunities for advancement.</p>	<p>The community can pursue this recommendation with SJ.</p>
II-D-45	<p>Business Development – Create new programs including:</p> <ul style="list-style-type: none"> <li>▪ business attraction and marketing</li> <li>▪ small and start-up business incubator</li> <li>▪ buy-local program</li> </ul>				<p><b>Delridge</b> OED NBC DNDA</p>	<p>This is a community-based activity. The Neighborhood Business Council (NBC), through its contract with OED, may be able to assist with business marketing issues. OED is a significant investor in the Delridge Neighborhood Development Association. This investment advances OED's strategy of building capacity in distressed neighborhoods to plan, implement and manage their own economic development. OED and the Seattle Community Development Collaborative will continue to work with DNDA to identify the community's priorities and opportunities for providing financial and technical</p>	<p>The community will need to take the lead on this recommendation with support from OED as appropriate.</p>

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							<p>ideas in the document and objectives for its use. To begin these discussions, the City Council and Executive will hold a public meeting in West Seattle in June 1999. SEATRAN will give feedback, as appropriate, to the specific elements of the transportation action program after SEATRAN reviews the West Seattle Transportation Action Agenda in 1999. SEATRAN is currently reviewing the WSTAA and developing their response. Once their review is complete they will advise the Council's Transportation and Neighborhoods Growth Planning and Civic Engagement Committees on their proposed timeline and methods for providing feedback to the community. The Transportation and Neighborhoods Growth Planning and Civic Engagement Committees, at that time, will provide information on how they will review and respond to the Executive's recommendations on the WSTAA.</p>



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II-E-4	<ul style="list-style-type: none"> <li>The Regional Express West Seattle route should be extended or through-routed via I-90 to the Eastside.</li> </ul>		LTA		SEATLAN Metro Sound Transit	<p>The Executive will forward this and related transit requests to King County Metro on the community's behalf. SPO, SEATLAN and DON will review the transit service requests and transit stop improvements identified in the neighborhood plans and integrate those requested improvements into the work being done under Strategy T4 "Establish and Implement Transit Service Priorities" in the City's Transportation Strategic Plan (TSP). The Executive will report to the City Council Transportation Committee on its progress on Strategy T4 as part of its ongoing reporting requirements on the TSP and to the Neighborhoods, Growth Planning and Civic Engagement Committee.</p>	<p>These recommendations will be forwarded to King County/Metro for consideration during their planning processes. See II-E-1.</p>
	<p>West Seattle Public Access - improve and expand public transportation facilities and services providing access to/from West Seattle:</p> <ul style="list-style-type: none"> <li>Improve speed and efficiency of existing and future bus service by enabling buses to avoid traffic congestion.</li> <li>Expand service coverage in West Seattle - make transit services more easily accessible to more people and activities.</li> <li>Expand transit network connections - provide more and better linkages between West Seattle and other parts of the city and region.</li> <li>Develop new, alternative modes of public transportation to provide additional "auto-less" access to West Seattle (e.g., waterborne transit and monorail).</li> </ul> <p>Metro should continue to expand service hours and frequency of its West Seattle service. Also, Metro should continue to increase the number of West Seattle, Seattle, and King County origins/destinations served by West Seattle routes.</p> <p>Several transit "hubs" where multiple bus and rail routes can exchange passengers, should be developed to improve the efficiency, effectiveness, and utility of West Seattle transit service.</p>						

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	<p>capital and operational requirements of such a system and to guide it's incremental development, a long range comprehensive master plan for facilities and services should be prepared for both sides of Elliott Bay.</p> <p>Connections to the West Seattle Seabus Terminal should be expanded and improved. Bus service, shuttle/circulator service, a potential tram/funicular system, parking (or lack thereof), and bike/ped/pathways should be addressed.</p>					<p>Seattle and Downtown with associated capital costs, permitting requirements, and possible funding sources. Based on experiences with the existing Water Taxi service, and the results of the Docking Study (i.e. a lack of potential sites for even the existing small boat), it is unlikely that full operation similar to Seabus service in Vancouver, B.C. would be implemented in the near-term due to the need for major terminal construction in both West Seattle and Downtown.</p> <p>The Executive is aware of some work being pursued at Metro regarding Water Taxi service and will continue to work with King County on these issues where a city role is appropriate.</p>	<p>Currently, City funding has not been provided for the taxi's operation in 1999.</p>

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